ROUTE 5 HOV LANES

From Route 170 To Route 118 and Route 118 To Route 14

TCRP PROJECT # 41
07- EA 121900, 07 - EA 122001
PPNO 0158K, 0162P
07 - EA 121900 (PM 36.0/39.4), 07 - EA 122001 (PM 39.4/45.6)

Purpose and Need:

Route 5 is a part of National Highway System. Caltrans, District 7, has a district wide HOV Program in place to provide HOV lanes on most of the freeways in Los Angeles County. HOV lanes constructed on heavily traveled freeways help to alleviate congestion, encourage ridesharing usage and reduce air pollution. The LACMTA has incorporated the district's HOV program in its 20-year Long range Transportation Plan for funding purposes. The Route 5 corridor from Route 10 to route 14 is included in this program. An HOV project on Route 170 from Route101 to Route 5 is completed. This segment of Route 5 will provide direct connection with Route 170 project as well as fill gap between two other HOV projects on Route 5 currently under study to provide continuous HOV lanes on Route 170 and Route 5 for commuter traffic.

Scope:

The Project involves the construction of one High Occupancy Vehicle (HOV) lane in each direction in the median on Route 5 from Route 170 to Route 118 to Route 14. Some other projects along Route 5 from Route 10 to Route 118 are currently in the planning / design stage. Incorporation of HOV lanes and Truck lanes, within specific sections of this segments of the Route 5 freeway, should alleviate existing congested conditions, improve level of service, encourage carpooling and improve air quality.

This project has been split into two segments. The following is the breakdown:

SEGMENT I. EA 121900 KP 58.0/63.4(PM 36.0/39.4), From Rte.170 TO Rte.118
Alternative 1: Minimum Cost Alternative. The HOV Lanes are not continuous from Route 170 to Route 5 nor through Route 5/170 and Route 5/118 Interchange on Route 5. Continuous HOV lanes will be provided between freeway and freeway interchanges only, one HOV lane in each direction in the median of Route 5. This alternative requires northbound widening only within the existing right-of-way.

Alternative 2: (preferred alternative): Route 5 and Route 170 Direct Connector Alternative. This alternative proposes to add one HOV lane in each direction in the median of Route 5 from Route 5/170 interchange to Route 5/118 Interchange, which also provides a direct HOV connection between Route 170 and Route 5. It will be achieved by reconstructing the existing Route 5/170 Interchange, widening Route 5 in northbound direction from Sheldon Street to the north of Terra Bella Street and widening Route 5 in southbound direction north of Sheldon Street from KP 58.2 to KP 59.78. This alternative will require removal and construction of a number of retaining and sound walls.

SEGMENT II. EA 122001 KP 63.4/73.4(PM 39.4/45.6), From Rte.118 TO Rte.14
Alternative 1: (preferred alternative): Provide two plus (2+)-occupancy HOV lane in each direction by utilizing the existing median and restripping the mixed flow lanes. It will involve construction of bridge approach slabs, median shoulder reconstruction, sound walls and median barriers.

Alternative 2: Provide two HOV lanes in each direction. It will require overall outside roadway widening, bridge widening, ramps, truck lanes and connector modification, new drainage system, retaining walls, sound walls, new highway planting and new electrical system.

II. Benefits

Transportation benefits:
This project should alleviate existing congested traffic conditions, improve level of service (LOS), encourage carpooling and improve air quality.

III. Cost

The Total Project Cost is $ 178.0 million. The funding details are as follow:

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP		$121,027,000	RTL, CCA
ITIP			
Grandfathered STIP			
SHOPP			
Measure C	$1,789,000		RTL
RSTP	$3,892,000		RTL
CMAQ			
TCRP	$50,000,000		CCA
Private Funding			
Total	$55,681,000	$121,027,000	

PROJECT SCHEDULE

Total Estimated Cost of Project: 151.80 Million